Planning for Solihull's Future
Local Plan Review
2026 – 43

Housing and Employment Land Supply

October 2026



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Introduction

1. This paper provides additional information to support the land supply position included in the Draft Submission Plan (Regulation 19) (October 2026), in particular regarding the following:

- The stepped trajectory in Policy SMBC/HO1: Provision of Land for Housing.
- The housing supply table at paragraph 111.
- The broad location table at paragraph 130.
- The supply of gypsy & traveller pitches in relation to Policy SMBC/HO9: Provision of Accommodation for Gypsies and Travellers.
- The employment land supply position in Policy SMBC/E7

The Stepped Trajectory in Policy SMBC/HO1: Provision of Land for Housing

Stepped Trajectory

2. In the Housing Supply and Delivery chapter of the PPG, it states[1] that:

> *"A stepped housing requirement may be appropriate where there is to be a significant change in the level of housing requirement between emerging and previous policies and/or where strategic sites will have a phased delivery or are likely to be delivered later in the plan period."*

3. It goes on to say that strategic policy makers must identify the stepped requirement in strategic housing policy, support it with evidence, and must not unnecessarily delay meeting development needs.

4. The housing requirement in this plan is significantly higher than (a) was to have been included in the 2020 plan, and (b) previous delivery. Furthermore, a significant proportion of the land supply is expected to come forward on strategic sites and/or from broad locations, the majority of which are situated within the Green Belt.

5. In these circumstances it is considered a stepped trajectory is justified as indicated in Policy SMBC/HO1. This will be provided over three time periods. This reflects the small number of completions expected in the two-year period before the plan is adopted. The second period then seeks to provide 75% of LHN over the first five-year period post adoption of the plan. The shortfall would then be made up over the remaining 10 years of the plan.

6. The housing requirement in the time periods envisaged by the stepped trajectory will be as follows:

Time Period	No. of dwellings per annum	No. of dwellings over the time period
2026-28 (2 years)	400	800
2028-33 (5 years)	967	4,835
2033-43 (10 years)	1,628	16,280
Total		**21,915**[2]

[1] Paragraph 012 (Reference ID: 68-021-20190722)

[2] Due to rounding, this does not quite match the 21,913 dwellings over the plan period arrived at through the LHN calculation (see paragraph 105 of the Draft Submission Plan).

7. The following graph[3] plots the total capacity from all the components of land supply against both LHN and the stepped trajectory. The graph is based on the expected delivery from the land supply components as indicated in the table in Appendix A.



8. This illustrates that in the first seven years of the plan period that delivery is expected to be behind LHN. It is not until 2033/34 that delivery is expected to be above LHN. Despite the Council taking a positive approach to bringing forward the Green Belt sites included in the 2020 plan, there will still be a shortfall against LHN in the early years of the plan period. This is a reflection of the likely phased delivery required for the sites coming forward, which in some cases reflects their size.

9. A stepped trajectory has therefore been included in the plan that better reflects the likely delivery in the early years of the plan period. This is likely to result in delivery exceeding requirement by 2030/31.

[3] A larger version of the illustration can be found in Appendix A of this paper.

Evolving Housing Requirements/Need

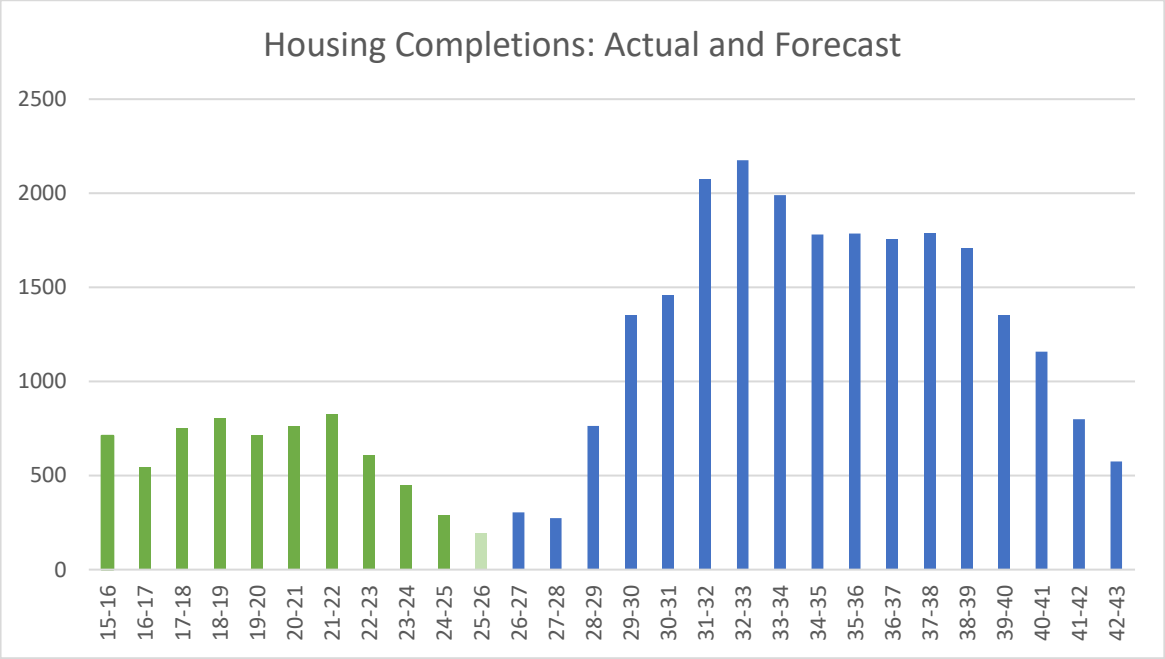
10. The PPG indicates a stepped trajectory may be appropriate where there is to be a significant change in the level of housing requirement between emerging and previous policies. The following table sets out the housing requirement at significant points in time.

Date	Milestone	Need or Requirement (dpa)
2013	Adoption of the Solihull Local Plan[4]	500
2018	Updated NPPF which introduced LHN	767
2020	Draft Submission Plan (October 2020)[5]	816
2026	**Draft Submission Plan (October 2026)**	**1,289**

11. As can be seen from this table, this plan is seeking to accommodate a significant change in the level of housing required per annum from previous expectations.

Housing Completions

12. In the context of setting a stepped trajectory, it is useful to consider the number of completions in the Borough. The following indicates actual completions (in green) and forecast completions (taken from the trajectory in the appendix) in blue[6].



[4] A legal challenge to the plan caused the housing requirement to be treated as not adopted.
[5] The plan withdrawn in October 2024.
[6] More detailed version with annual completion in version in Appendix A.

The Housing Supply

13. The table at paragraph 111 of the Draft Submission Plan sets out the anticipated land supply by each component (as at 31st March 2026). For convenience it is reproduced below:

Source	Capacity
1 – Site with planning permission (started)	493
2 – Sites with planning permission (not started)	2,249
3 – Sites identified in land availability assessments	665
4 – Sites identified in the brownfield land register	21
5 – Town centre sites	2,169
6 – SLP 2013 allocations without planning permission	65
7 – Less a 10% discount to rows 2, 3, 4, 5 & 6	-517
8 – Broad locations (inc. development around railway stations	8,219
9 – UK Central Hub Area (to 2043)	1,600
10 – Short-term Grey Belt windfalls	1,000
11 – Other windfall supply (2028-43)	2,250
12 – Allocated Sites	4,877
Total Capacity	**23,091**

14. Additional commentary (to that provided in the Draft Submission Plan) on these land supply components is provided in the following paragraphs. Only rows where additional commentary is considered necessary are included below.

Row 2 – Site with planning permission (not started)

15. This component includes the following:

Sites	Capacity
Small sites and individual dwellings	411
BC2 – Frog Lane, Balsall Common	110
BC4 – Pheasant Oak Farm[7], Balsall Common	267
Part of BL2 – Dog Kennel Lane (eastern part), Blythe	550
HA2 – Oak Farm, Catherine-de-Barnes	85
Part of KN2 – Land south of Knowle (Kler Group & Stripes Hill land)	620
Simon Digby, North Solihull	177
Care homes	29
Total Capacity	**2,249**

16. This represents the position as of 31st March 2026. Since then, a number of planning applications, including those on allocated sites, have now received planning permission, or have got a resolution from Planning Committee that subject to a S106 being entered into, permission will be granted. In any subsequent update to the land supply position, these approvals from 1st April 2026 will appear as sites with permission.

Row 3 – Sites Identified in Land Availability Assessments

17. These are mostly small sites with just one anticipated to yield over 100 dwellings – The HS2 depot northwest of Balsall Common which has capacity for 400 dwellings.

Row 8 – Development Around Railway Stations

18. The following chapter of this paper looks at this supply in detail.

[7] This has come forward in two parts: 17 dwellings on land at Catchems Corner and 250 on the larger Pheasant Oak Farm site.

Row 10 – Short-term Grey Belt Windfalls

19. As noted in the Draft Submission Plan, this is a short-term component of the land supply expected to come forward in the period until the plan is adopted. For land supply purposes a figure of 1,000 dwellings is expected to come forward under this component. The table below includes Grey Belt sites that have now been granted planning permission; they have not been included in row 2 as they received the benefit of permission on or after 1st April 2026.

Sites	Capacity
SOx -Gentleshaw Lane, Solihull (planning application 2025/01194)	145
HHx – West of Stratford Road, Hockley Heath (planning application 2025/01366)	80
BCx – Hob Lane, Balsall Common (planning application 2025/00092)	37
BLx – Land west of Rumbush Lane, Tidbury Green (planning application 2025/01502)	110
Other Grey Belt windfall	628
Total	**1,000**

Row 12 – Allocated Sites

20. It is worth noting, that references to site capacities for the allocated sites relate to the anticipated capacity that is reasonably expected to come forward. They should not be treated as minimum or maximum figures. The Development Management process and design- led approach will establish the actual capacity of the sites.

The Broad Locations

21. The table in paragraph 130 of the Draft Submission Plan indicates the following broad locations:

Broad Location	Capacity
BC9 – Land at Phase 3 of the Balsall Common Relief Road	1,100
BC10 - Berkswell	1,350
BC11 - Tile Hill	1,190
BL4 - Shirley, Whitlocks End, Wythall and Earlswood Stations	1,577
HA3 - Hampton in Arden	1,350
KN3 - Dorridge	814
NS2 - Marston Green	36
SO3 - Widney Manor	802
Total	**8,219**

22. The approach to establishing capacities at these locations has followed a broadly consistent approach as follows:

a. Plotting a 1,000m radius around the train station.

b. Exclude areas already built up.

c. Exclude areas of known constraints (including SSSIs, LWSs, woodlands, playing pitches and parkland and flood zones).

d. Calculate area of remaining open land that may be available for development. This area is rounded down to take into account any priority habitats that may be present on the site, e.g. hedgerows and ponds.

e. Apply a 25% reduction as not all land in these locations may come forward.

f. Apply a gross to net ratio of 65% to arrive at a net developable area. Some variation to this figure has been applied in a limited number of cases where 50% or 60% has been used.

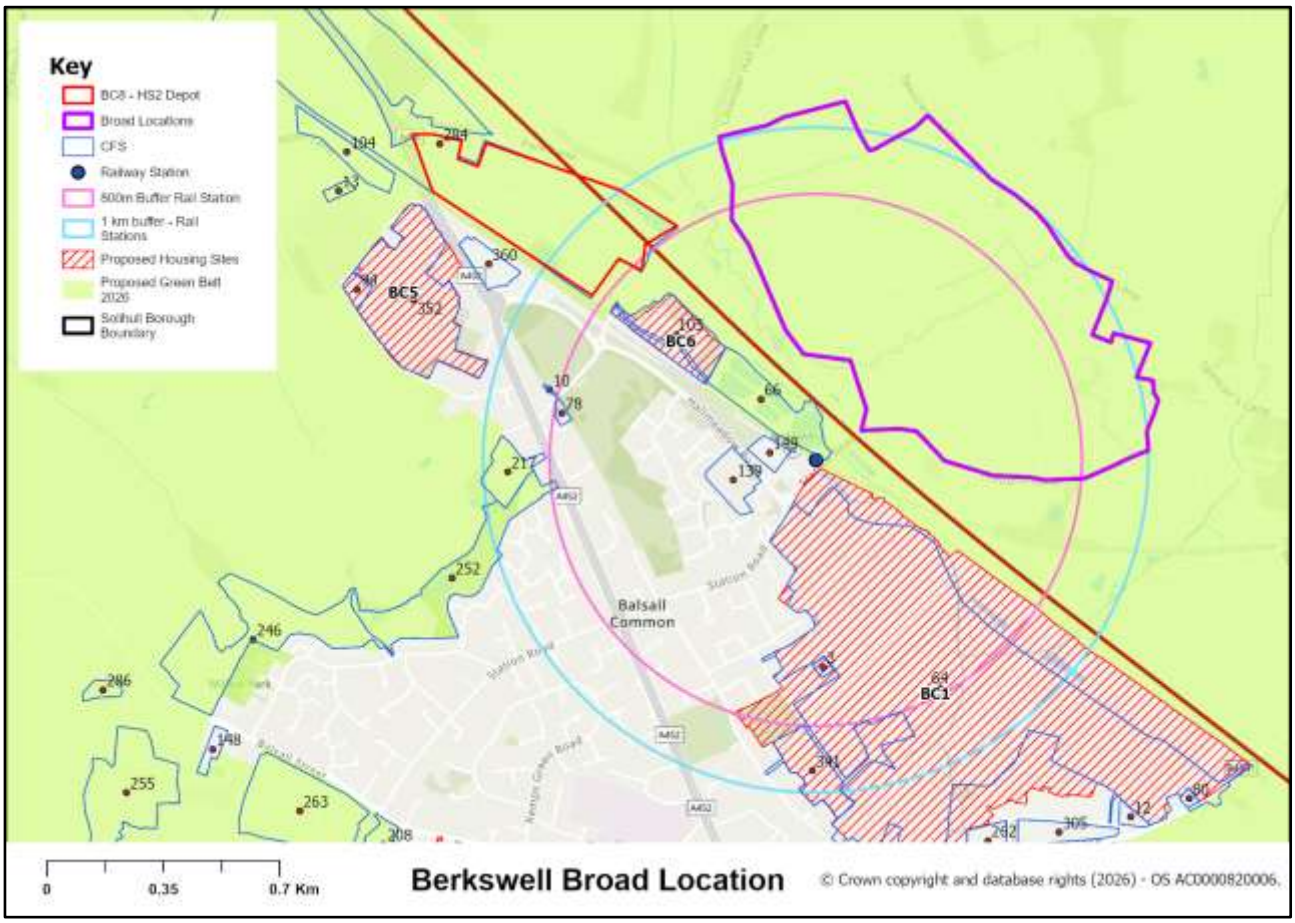
g. Apply a density of 35 or 40 dph to the net developable area to arrive at an indicative capacity.

23. It is considered that using the above approach results in a cautious approach to determining potential capacities in these locations.

24. In the diagrams that follow the site boundary colours represent the following:

- Pink circle – 800m from station.
- Light blue circle – 1,000m from station.
- Magenta pink – the area of land that has been identified in step d above.
- Dark blue site boundaries – sites that were promoted in the Call for Sites exercise undertaken in late 2024/early 2025. The numbers refer to the CfS reference the site was given on the Council's interactive mapping. This was before the new national policy relating to development around railway stations was published.
- Red hatching – allocated sites.
- Black - Borough boundary.

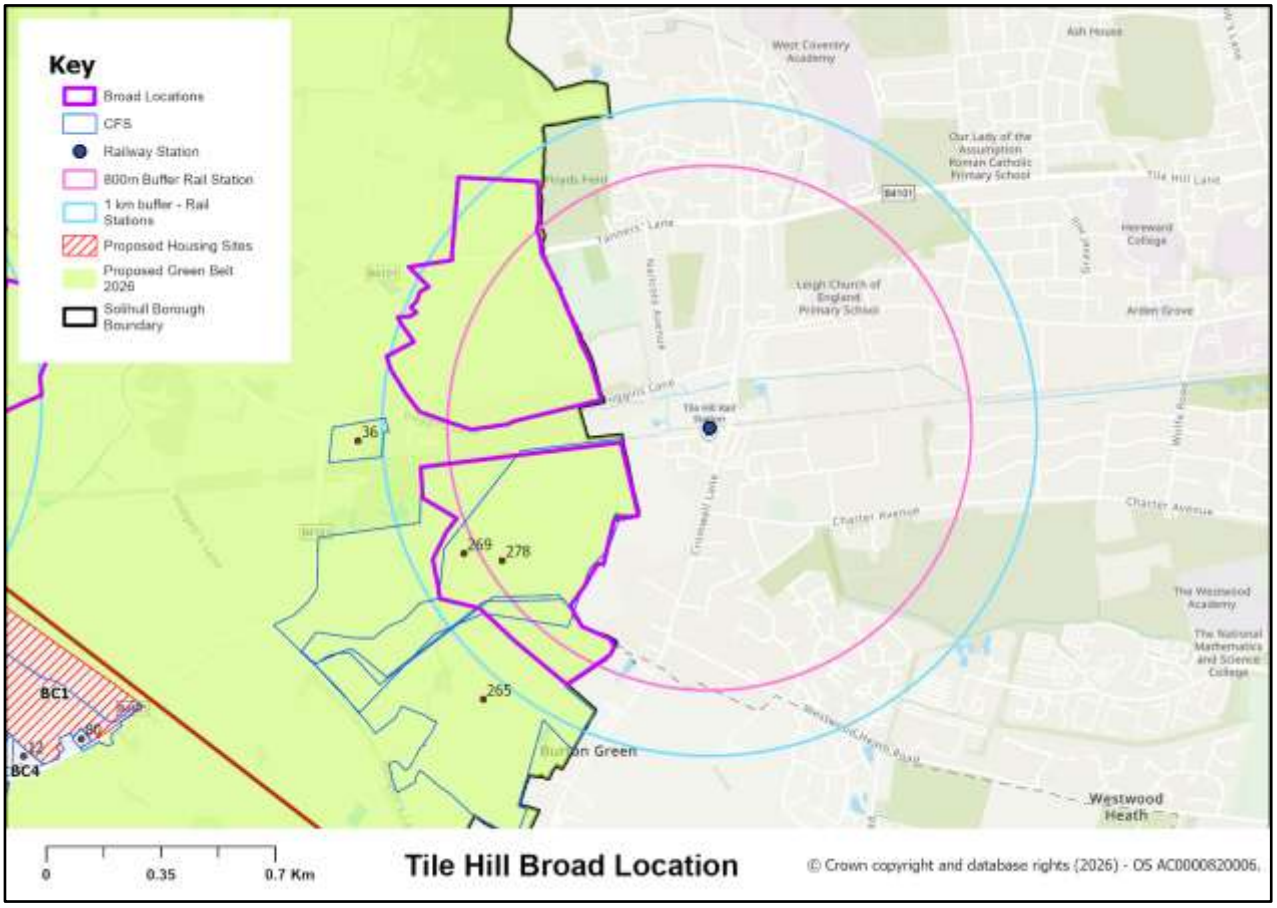
BC10 - Berkswell[8]



25. Much of the area in this station's catchment is already built up or is included as an allocation. This leaves land to the northeast of Balsall Common which is beyond both the West Coast Mainline and the HS2 route.

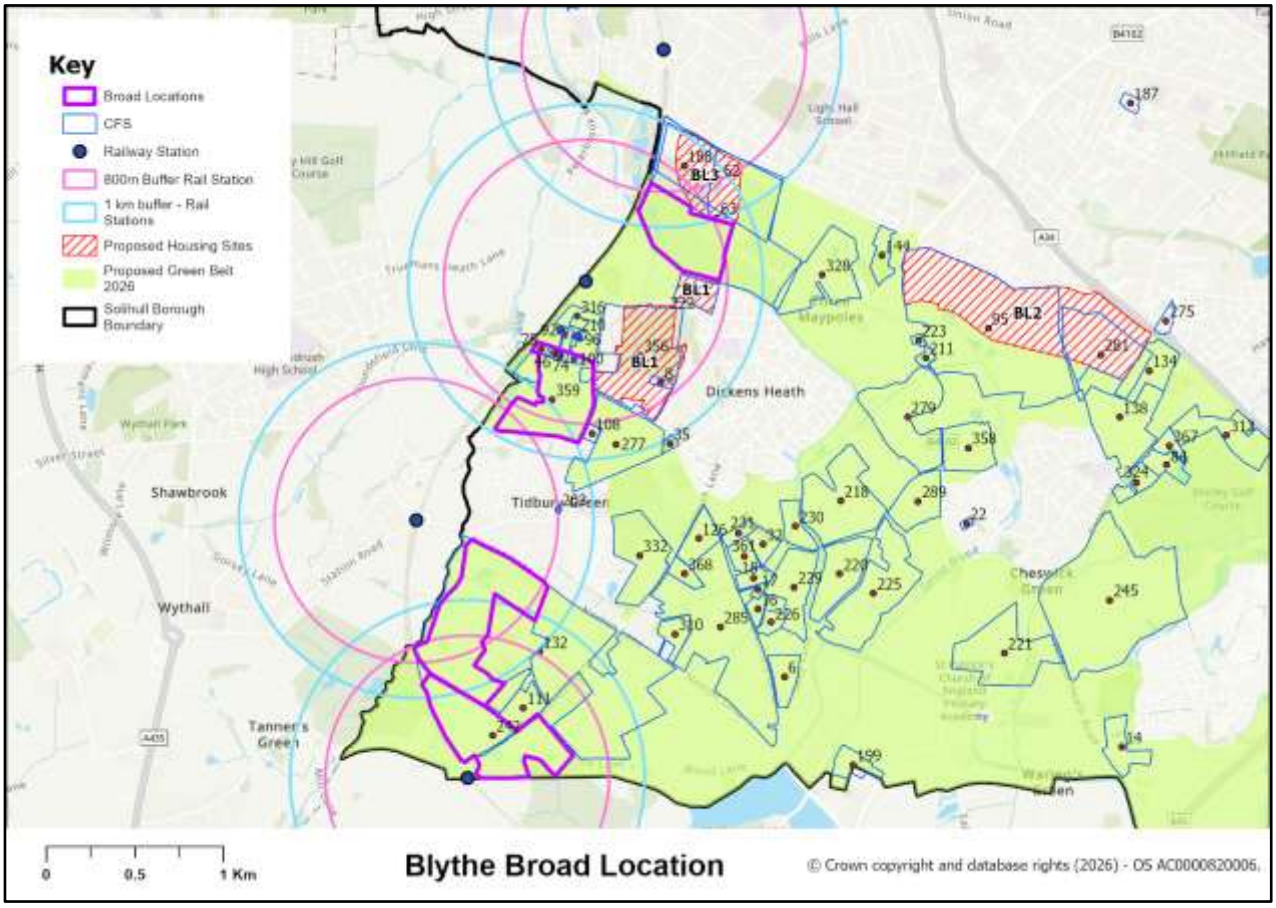
[8] Although the train station is named as Berkswell, it is located on the edge of Balsall Common some 1.5km south of the village of Berkswell.

BC11 - Tile Hill



26. Tile Hill station is located in Coventry towards the western edge of the city. The catchment area extends beyond the city boundary into the rural area in Solihull east of Balsall Common. Although in Solihull, development in this location would effectively function as an extension to Coventry.

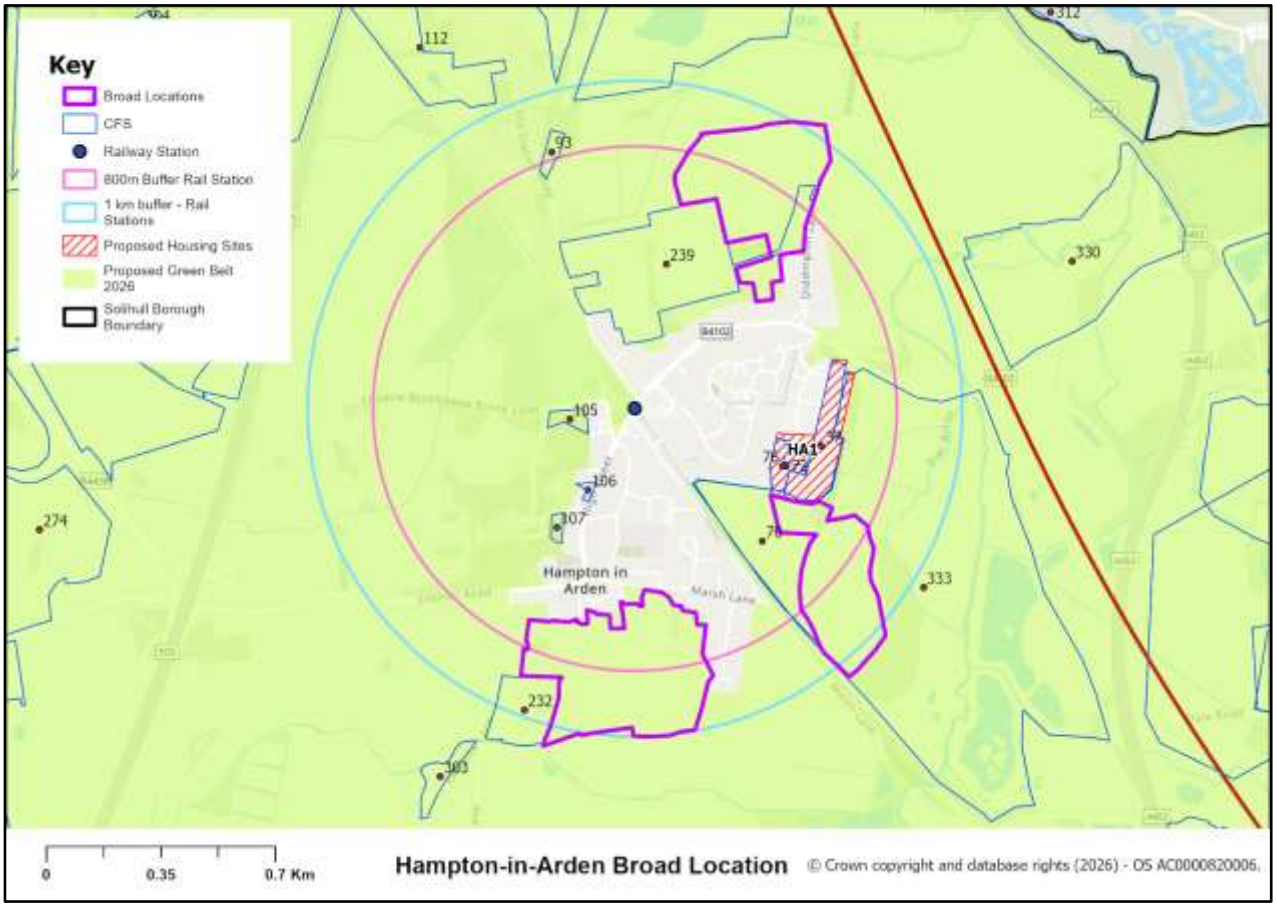
BL4 - Shirley, Whitlocks End, Wythall and Earlswood Stations



27. Along this stretch of the rail line between Birmingham and Stratford-upon-Avon are four rail stations that are (a) located close to each other and (b) located close the boundary between Bromsgrove and Solihull. Thus, the illustrations show a series of overlapping circles.

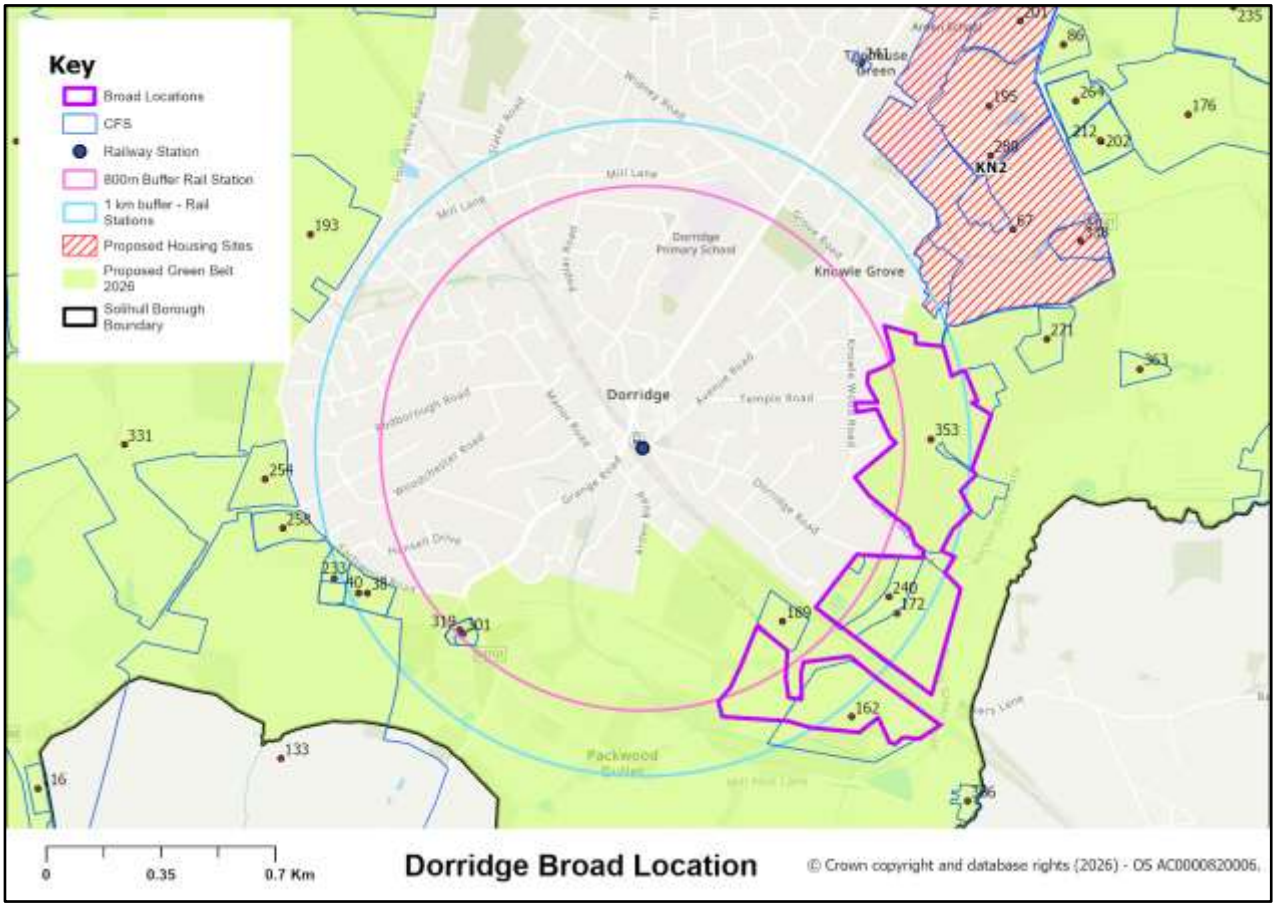
28. A number of LWSs are present is these areas which reduces the land that would be developable.

HA3 - Hampton in Arden



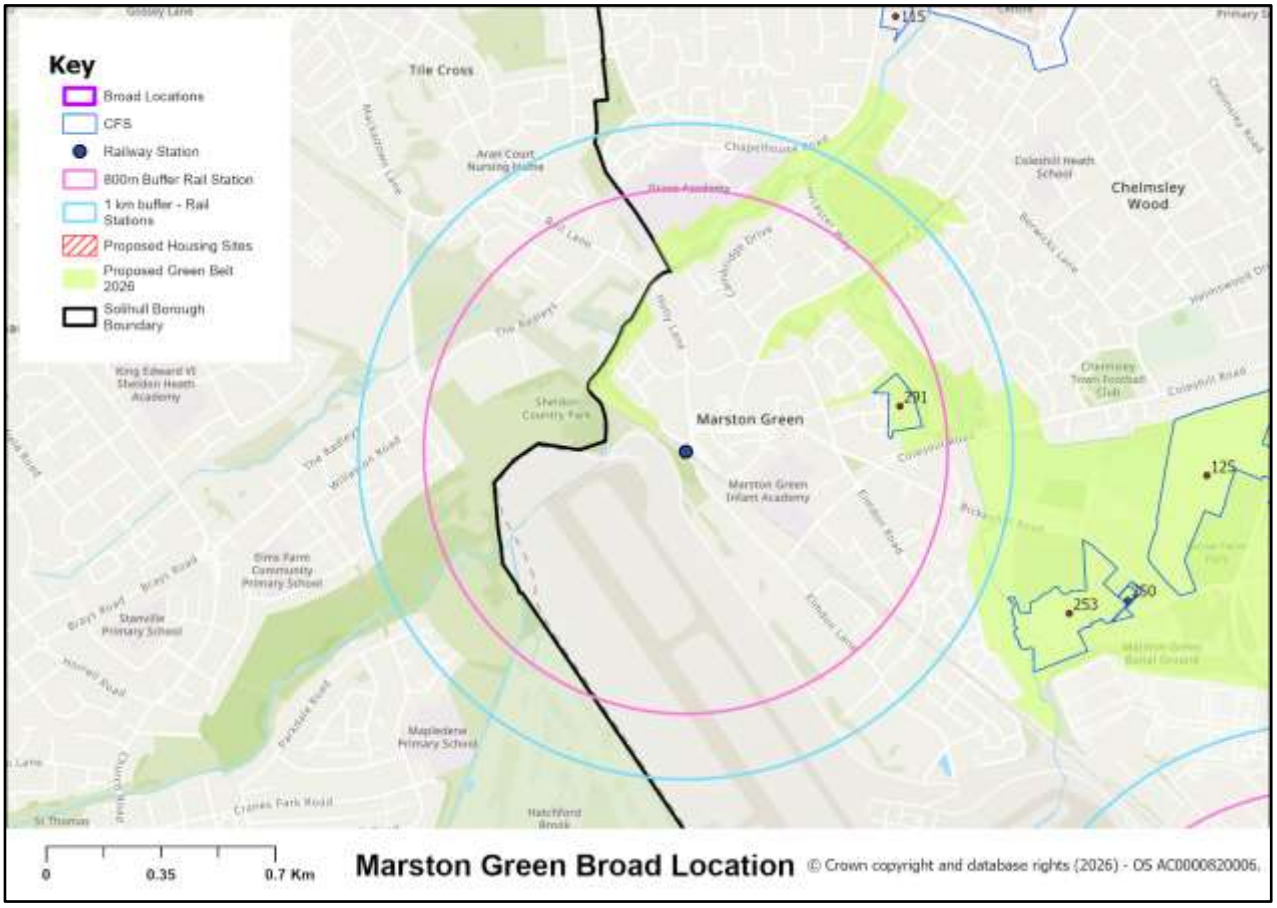
29. Most of the area east and south of the station is either built up already or is an allocation. Land to the west of the station is wooded and falls within the grounds of Hampton Manor. This leaves land to the north of the station as being developable at this broad location.

KN3 - Dorridge



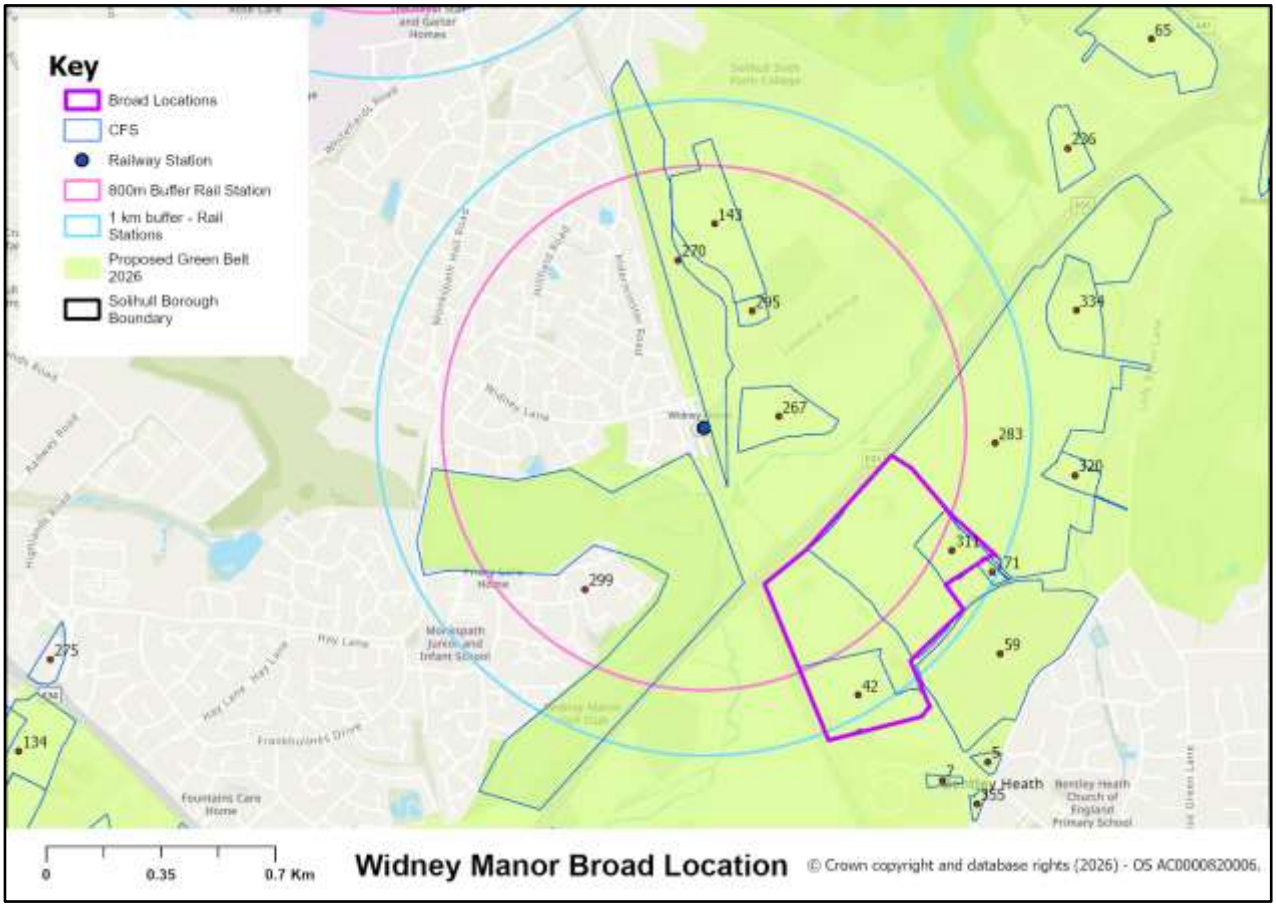
30. Most of the catchment area from Dorridge is already built-up, the exceptions being land east, southeast and south of the settlement. Much of the land to the south is wooded and/or part of the park. This leaves land to the east as developable as part of this location.

NS2 - Marston Green



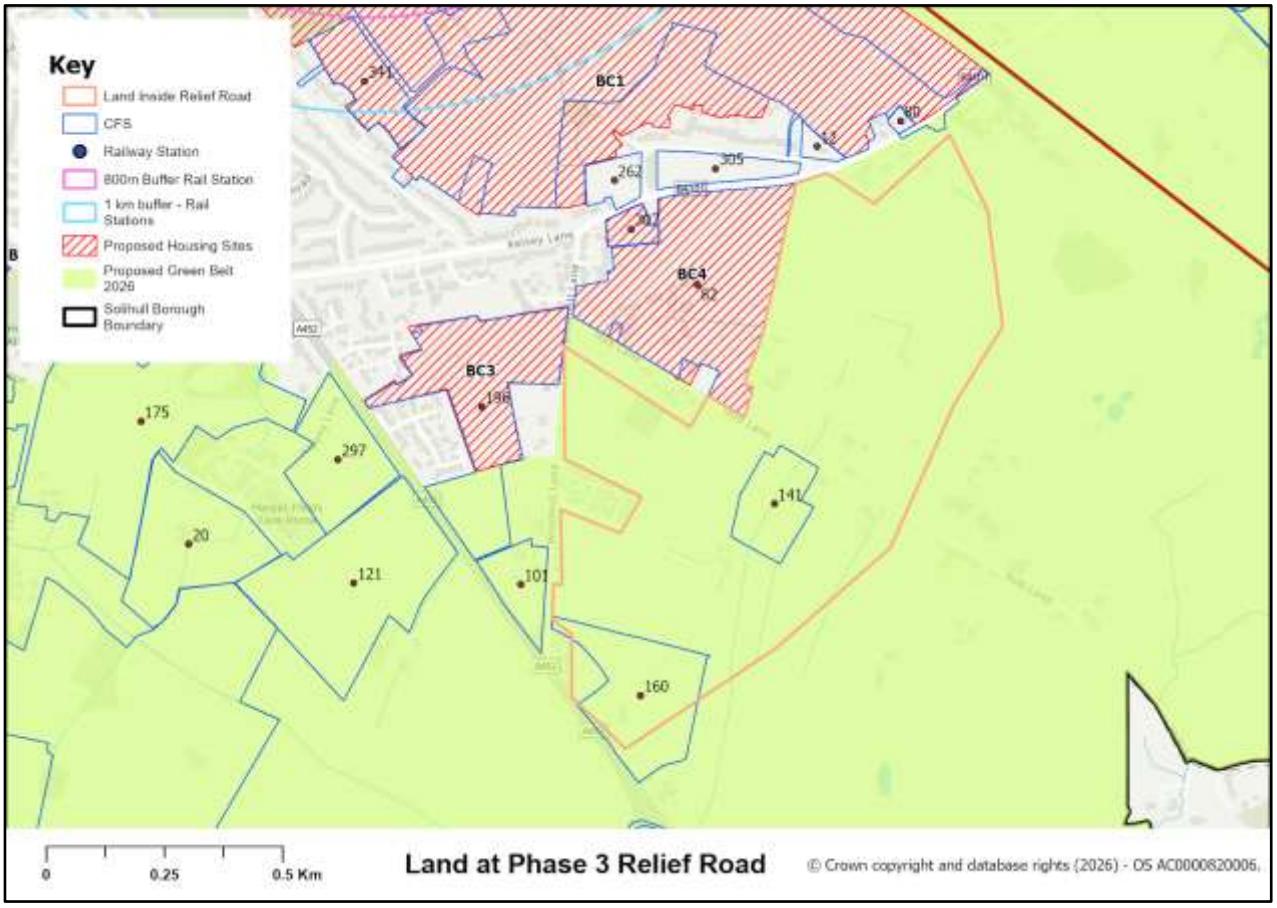
31. Most of the land in Solihull around Marston Green Station is either built up, part of parkland/POS or is within the operational area of Birmingham Airport. This leaves a small area to the east of the location.

SO3 - Widney Manor



32. The land to the west of the rail line in this location is either already built up or is in use as a sporting facility (the golf course). Land to the east and north of the M42 includes some ribbon development but also a LNR & LWS. This leaves land on the other side of the motorway.

BC9 – Land at Phase 3 of the Balsall Common Relief Road



33. This broad location is not related to potential development that may be appropriate in the vicinity of a railway station. It has been identified as a broad location on the basis that it would fall on the settlement side of the Balsall Common Relief Road, with the road then becoming the defensible boundary to the Green Belt.

34. The Balsall Common Multi Modal Package (incorporating the Balsall Common Relief Road) – Position Statement describes the delivery of this infrastructure in three phases. The land identified for this location falls on the inside of phase 3 of the road – i.e. the stretch linking Waste Lane to Kenilworth Road. As for phase 2 of the road, the development of land in this area could form part of the access to the new development.

The Supply of Gypsy & Traveller Pitches

35. Policy SMBC/HO9: Provision of Accommodation for Gypsies and Travellers, establishes the Council's approach to meeting the identified accommodation needs of Gypsies and Travellers over the plan period.

36. Following publication of the August 2026 NPPF, national planning policy relating to Gypsies and Travellers is now set out within the NPPF, replacing the previous separate Planning Policy for Traveller Sites (PPTS) (December 2024).

37. A key objective of the NPPF is to support the delivery of a substantial increase in the supply of homes and Traveller sites. It requires local plans to assess the permanent and transit site accommodation needs of Gypsies and Travellers over the plan period, alongside consideration of the size, type and tenure of accommodation required.

38. Where a need is identified, plans must establish pitch and plot requirements which reflect the extent to which those needs can be accommodated over the plan period as fully as possible. Local plans should identify a sufficient supply and mix of sites to meet or exceed those requirements, including specific deliverable sites for the first five years, and specific developable sites or broad locations for years 6 to 10 and, where possible, for the remainder of the plan period.

39. To support the preparation of the Solihull Local Plan and to establish an up-to-date assessment of the accommodation needs of Gypsies and Travellers in Solihull, the Council has commissioned Opinion Research Services Ltd (ORS) to undertake a Gypsy and Traveller Accommodation Assessment (GTAA). The GTAA provides evidence of accommodation needs in line with NPPF requirements.

40. Gypsies and Travellers are defined in the NPPF as 'Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependants' educational or health needs or old age have ceased to travel temporarily or permanently, and all other persons with a cultural tradition of nomadism or of living in a caravan, but excluding members of an organised group of travelling showpeople or circus people travelling together as such.'

41. The GTAA has identified a need for 43 permanent residential pitches for Gypsies and Travellers who meet the planning definition of a Traveller. An allowance of 7 additional pitches has been made to meet the needs of undetermined households. Undetermined households are those where it was not possible to establish their individual circumstances and accommodation needs through the GTAA survey, principally because an interview could not be completed. Although these households are considered likely to meet the NPPF planning definition of a Traveller, their potential accommodation need has been modelled, rather than identified from interviews.

Meeting the need of households that meet the planning definition

42. Current and future pitch need for households that meet the planning definition are outlined in the table below:

Supply	Pitches
Available supply from public vacant pitches	4
Total Supply	**4**
Current Need	
Concealed Households / Doubling-Up / Over-crowding	12
Households on unauthorised developments	4
5-year need from teenage children	7
In-migration/Roadside	1
Total Current Need	**24**
Future Need	
New Household Formation	23
Total Future Need	**23**
Net Pitch Need ***(Current and Future Need – Total Supply)***	**43**

43. Over the Plan period this is broken down as follows:

Year	0-5	6-10	11-15	16-18	Total
	2026-31	2031-36	2036-41	2041-44	
Meet the Planning Definition	20	8	9	6	**43**

44. The August 2026 NPPF requires local plans to identify a sufficient supply and mix of sites to meet or exceed their area's pitch requirements over the plan period. This includes specific deliverable sites for the five years following the intended adoption date. In Solihull, the identified need for the first five years of the plan period is 20 pitches. As shown in the table above, this need arises from households on unauthorised developments; concealed households, doubling-up and overcrowding; teenage children requiring accommodation within five years; and in-migration.

45. Historically, the Council has demonstrated a positive and proactive approach to making sure that the accommodation needs of the Gypsy and Traveller community have been met, and it will continue to do so. In 2014, the Council adopted a Gypsy and Traveller Site Allocations Plan. The Allocations Plan continues to provide an established starting point for accommodating future need, particularly given that a number of Gypsy and Traveller sites were removed from the Green Belt as part of that plan making process. Whilst most of the allocated sites now have planning permission, there are also 8 pitches on identified site allocations (and removed from the Green Belt) that have not yet come forward. Other applications have also been subsequently approved on Green Belt windfall sites that were not identified in the Allocations Plan, although these have remained in the Green Belt.

46. The previous removal of some allocated sites from the Green Belt provides flexibility for appropriate intensification or expansion within those site areas. This creates opportunities for additional pitches / alternative pitch provision (e.g. touring caravans) to be provided on or adjacent to established sites, before or alongside the expansion or intensification of other existing sites, or the identification of new sites.

47. Given that much of the need in the first five years is arising from the existing Gypsy and Travelling community in Solihull, it is reasonable to consider the existing provision and how that can be utilised in the short to medium term.

48. The potential to meet identified needs through the appropriate expansion or intensification of existing sites will therefore be explored before additional sites are sought elsewhere. In line with the GTAA recommendations, the Council will work with site owners to explore suitable proposals that respond to the specific needs and circumstances of each site where there is need arising. All proposals must satisfy the criteria in Policy SMBC/HO9 and be acceptable having regard to other relevant planning considerations.

49. This will help to accommodate concealed households, doubled up households, overcrowding and in-migration needs, as well as the need from teenagers who may require their own accommodation within five years. However, as set out in the GTAA, it is recognised that, particularly for single adults and teenagers, identified accommodation needs may be met through additional touring caravans or other pitch-equivalent provision rather than the creation of a conventional pitch.

50. Additionally, the GTAA also identifies a need for 4 pitches from an unauthorised development located adjacent to, and forming an extension of, an existing authorised Gypsy and Traveller site. Given the relationship with the existing site, the Council will also encourage the submission of a planning application to enable the suitability of the land for Gypsy and Traveller use to be properly assessed. This is considered to be a pragmatic approach and provides an opportunity to consider whether the identified need can appropriately be met at an established location before considering alternative provision elsewhere in the Borough.

51. The table below sets out the proposed approach to identifying need:

Period / Year	Source	Pitches
2026-31	Expansion / Intensification of existing sites	13
	Regularisation of unauthorised pitches	4
	Alternative pitch provision / additional tourers on existing sites	7*
	Unimplemented planning consents	5
	Subtotal	**29**
2031-36	Site Allocations still to come forward	8
	Subtotal	**8**
2026-2036	**Total**	**37**

**Unlikely to require a full pitch*

52. Between 2026 and 2031, through the sources identified in the table above, 29 pitches (of which 7 may just be additional tourers on existing sites to meet the need from teenagers in the next five years) will be provided against a requirement of 20.

53. The Council's approach is not simply to demonstrate that the overall numerical pitch requirement can be met, but to ensure that, as far as practicable, provision reflects the specific accommodation needs identified through the GTAA. Therefore, although the table above includes 5 permitted, unimplemented pitches which can contribute to the overall numerical supply, the Council acknowledges that as they are on a private site they may not meet the specific needs of other households identified in the GTAA.

54. Turning to need in years 6-10, the NPPF 2026 requires local plans to identify a supply of specific, developable Traveller sites or broad locations for growth, and where possible, for the remaining plan period where the plan covers more than 10 years. Developable sites are defined in Annex B of the NPPF as being '*in a suitable location…with a reasonable prospect that they will be available and could be viably developed at the point envisaged'*.

55. As highlighted above, a total of 8 pitches in the 2014 Site Allocations Plan have yet to come forward. There is currently insufficient evidence to demonstrate their delivery within the first five years of the current Plan period. However, as these sites have previously been assessed as appropriate through the plan-making process, removed from the Green Belt and safeguarded for Gypsy and Traveller use, the Council considers that they continue to provide a suitable source of provision to help meet accommodation needs later in the plan period.

56. These include:

- 6 additional pitches at the Haven
- 2 additional pitches at Land off Old Damson Lane (Gables Close)

57. The Council's approach will enable the identified need of 28 pitches up to 2036 to be met without requiring additional sites to be identified.

58. Notwithstanding this, the Council will undertake an update of its Gypsy and Traveller Site Allocations Plan where required in order to address more longer-term needs that may require the identification of additional sites. Policy SMBC/HO9 sets out clear and relevant, locally specific criteria that will be used to guide the allocation of future sites. The criteria will also be used in the determination of planning applications which would contribute to meeting any identified unmet need.

Meeting the need of undetermined households

59. Current and future pitch need for undetermined households are outlined in the table below:

Supply	**Pitches**
Supply	0
Total Supply	**0**
Current Need	
Concealed Households / Doubling-Up / Over-crowding	2
5-year need from teenage children	1
Total Current Need	**3**
Future Need	
New Household Formation	4
Total Future Need	**4**
Net Pitch Need ***(Current and Future Need – Total Supply)***	**7**

60. Over the Plan period this is broken down as follows:

Year	**0-5**	**6-10**	**11-15**	**16-18**	**Total**
	2026-31	**2031-36**	**2036-41**	**2041-44**	
Undetermined Households	3	1	2	1	**7**

61. The GTAA recommends that the needs of undetermined households should be addressed through a criteria-based policy. This is considered appropriate given that the current and future need attributed to these households has been modelled, rather than established from interviews about their individual circumstances and accommodation requirements.

62. As this is potential need, it is considered appropriate to deal with it through the planning application process, rather than identifying specific site allocations. A criteria-based approach provides a mechanism to meet this need. It will also provide flexibility to respond to other needs arising over the plan period, including windfall proposals. The criteria in Policy SMBC/HO9 will therefore be used to determine planning applications and meet the need of undetermined households.

Employment Land

Employment Land Need

63. The overall employment strategy in the Local Plan is driven by the opportunities presented through the UK Central proposals and set out in Policies SMBC/E1 to E6. The Council's approach to meeting the evidenced employment land needs of the Borough over the plan period is set out in Policy SMBC/E7.

64. Local evidence for Employment Land is set out in the HEDNA (2026) which identifies the employment land need for the Borough over the plan period for office and industrial and warehousing uses. The study distinguishes between local and strategic need to avoid double counting in the analysis of past completions and to reflect work undertaken in the West Midlands Strategic Sites Study (WMSESS 2024).

65. The HEDNA notes that *'the WMSESS defines strategic sites principally by their scale, ability to accommodate large industrial and logistics units and relationship with the Strategic Road Network. The modelling in the HEDNA focuses on the remaining 'local' requirement, with strategic-scale requirements considered separately through the WMSESS evidence'.*

66. In line with the Planning Practice Guidance the HEDNA relies on a number of different forecasting techniques / models to assess future employment land requirements for the Borough together with local market information and making adjustments to acknowledge the limitations of these models.

67. For office uses it is recommended that the Council plans for 6.8ha of land or 34,000 sqm of floorspace. For local industrial and warehousing it is recommended that the Borough plans for a range between 44.1ha and 60.1ha of land. These are gross requirements.

68. The HEDNA notes that:

> *'the WMSESS (2024) established the strategic sites need identifying 9 areas of opportunity for future strategic sites of which Area 6: M42 Solihull falls entirely within Solihull. Having considered a market ranking, pipeline supply and other factors, WMSESS apportioned a residual need for additional strategic sites across the opportunity areas. It is important to distinguish between the **residual** requirement identified in WMSESS and the total **gross** scale of strategic employment need within the opportunity area. For Area 6, the study identified a residual need of 50-125ha of strategic employment land. The residual requirement identified in the WMSESS was derived after taking account of committed strategic employment sites. For Area 6 this included phases 2 and 3 of UK2 as when the study was prepared it was a draft allocation. Therefore including Damson Parkway indicates a gross requirement of **92-167ha for Area 6'.***

69. Overall, this results in a total industrial and warehousing requirement of **136 to 227ha** if local and strategic need is combined.

Employment Land Supply

70. Policy SMBC/E7 establishes that the Local Plan will meet the need for up to 60.1ha of land for industrial and warehousing and up to 6.8ha of land for office needs. For industrial and warehousing this is the top end of the recommended range for local need in the HEDNA as set

out above. The Council's approach to delivering the supply is made up of employment allocations and sites in the Local Plan and sites with extant planning permission.

71. The table in the justification to Policy SMBC/E7 sets out the main employment sites which make up the supply of employment land in the Borough to meet the local employment land need over the plan period. It is repeated here for convenience. This consists of two allocated sites UK1 Land at Arden Cross (Site allocation Policy SMBC/UK1) and UK2 Land at Damson Parkway (Site Allocation Policy SMBC/UK2) and Land at the NEC.

72. The Council's approach to the delivery of employment land within the Borough is driven by the UK Central proposals and the sites within the Hub area. It is anticipated that these sites can meet the industrial warehousing requirement identified in the HEDNA. The office need is a 'gross' requirement, allowing for the loss or repurposing of office space in less desirable out-of-town locations and new provision provided within more desirable town centre locations. In addition, Land at Arden Cross has the potential to provide office floorspace to meet local needs.

73. These sites are discussed in more detail below.

Major Employment Site	Available land
Land at Arden Cross (Site allocation policy SMBC/UK1)	140 ha (gross) Potential for 400,000 to 600,000 sqm of commercial floorspace including an innovation district and health tech campus
Land at Damson Parkway (Site allocation policy SMBC/UK2)	57.5 ha (gross), 40 ha (net) - Advanced manufacturing and logistics floorspace Phase 2 - 42 ha (gross) 28 ha (net) Phase 3 – 15.5 ha (gross) 12 ha (net)
Land at the NEC	30 ha brownfield land potential capacity in the region of 100,000 sqm. for industrial and logistics uses

Land at Arden Cross

74. The site is a national infrastructure led allocation brought forward as part of the wider UK Central Hub proposals and is principally driven by the delivery of the HS2 interchange station and the opportunity to maximise the efficient use of land surrounding the station. Through the consolidation of parking requirements land can be released to maximise the regeneration potential of the site. It is a mixed-use allocation with a total gross site area in the region of 140ha which includes the land for the HS2 interchange station.

75. Proposals for developing the site are evolving and have been subject of various Masterplans.

76. The 2020 Masterplan sets out a series of urban quarters through which the following key components will be delivered:

- Residential Community - The creation of a new residential community delivering up to 3,000 new homes incorporating a mix of tenure, type and density
- Innovation district - incorporating research and development facilities and high value manufacturing as well as opportunities for a higher education campus
- Transportation Hub Plaza – incorporating Station square access to the interchange station, leisure, retail and cultural at ground floor and commercial offices/hotels and residential above
- Central Avenue – a thoroughfare to enable movement between the Interchange Station and the wider UK Central area which will feature a high quality street scape with retail and leisure frontages.
- Car free gateways and a Sustainable Transport Network
- Parkland – network of interlinked landscaped areas with the 10ha Hollywell Brook nature corridor at the centre.

77. Muse have now been appointed by the consortium of landowners bringing forward the Arden Cross land to develop a new masterplan to guide the future development of the site. They are working in collaboration with the Council and key stakeholders to develop a public private and academic partnership to include the University of Warwick, the NHS, Birmingham City Council, West Midlands Combined Authority, The Department for Transport as well as industrial partners.

78. It is anticipated that non-residential uses on the site will include commercial, office and education based floorspace. It is anticipated that the site has the potential to provide in the region of 400,000 to 600,000sqm of floorspace for employment purposes. Due to the scale, strategic location and mixed-use nature the HEDNA identifies that the site has greater potential to support viable new-build office provision. It is therefore anticipated that the site is capable of meeting, at least in part, the office need identified in Policy SMBC/E7.

79. The developable area across the site is anticipated to be 59.90 hectares[9] based on the alternative solution to car parking. The 2021 Masterplan gave an indication of how uses might be accommodated on the site providing up to a total of 892,337 sqm (GEA) of development (in addition to the station) and including up to 3,000 residential units. The site area for employment purposes will therefore constitute only part of the total site area in the table of Policy SMBC/E7.

80. The Council has set out the intention to remove the land from the green belt and the exceptional circumstances for doing so are set out in Policy SMBC/E2. Whilst setting out the types of uses which are anticipated for the allocation the policy framework is flexible to respond to evolving proposals for the site and the wider UK Central proposals.

Land at Damson Parkway

81. Site UK2 occupies Green Belt land adjacent to the existing Jaguar Land Rover (JLR) plant and south of the A45 opposite Birmingham Airport. The site is in a strategic position in close proximity to (a) the national road network (M42 and M6) via Damson Parkway and (b) the wider UK Central Hub area. The allocation of the site was driven by the need to support the expansion

[9] Hearing statement submitted as part of the EiP to the 2020 plan.

and operations of JLR but also to meet local employment needs and support the continued growth and success of assets within the UK Central Hub.

82. The main landowner (Prologis/Stoford) has set out a vision for delivering high quality advanced manufacturing and logistics to support to align with the wider objectives of the UK Central proposals and strategic growth aspirations. These proposals provide an indication of the capacity of the site.

83. The overall gross site area is 94ha with the site proposed for development in three phases:

- 1 – 36.5 ha
- 2 – 42.0 ha
- 3 – 15.5 ha

84. Phase 1 comprises the two parcels of land already granted planning permission and complete. This is the despatch centre (an outdoor vehicle storage and loading area for new vehicles from the JLR plant) constituting around 14 hectares and the logistics operations centre which provides 98,000sqm of floor space to provide logistics support (incoming components) to JLR. These two proposals make up 36.5 hectares of the proposed allocation. As part of this first stage, infrastructure improvements have been completed in the form of an upgraded and realigned Damson Parkway to service both the Phase 1 development and the later stages of the allocation.

85. Phase 2 will involve land available once released from the Green Belt with a gross developable area of approximately 42 hectares.

86. There are several constraints which reduce the net developable area of the site. Part of the site includes an area designated as a Local Wildlife Site; there are areas within flood risk zones 2 and 3; and features of biodiversity importance such as woodland and existing wildlife corridors. Furthermore, in Phase 3 Sports facilities at Solihull Moors Football Club and Birmingham Exiles RFC are currently located on parts of the site and therefore alternative arrangements / facilities will need to be provided to facilitate development on these parts of the site.

87. The Council's approach in allocating this site is to meet local employment land need, the needs of JLR and needs associated with the key economic assets in the UK Central Solihull Hub Area.

Land at the NEC

88. Policy SMBC/E4 identifies the growth aspirations of the NEC for employment led development involving regeneration of underutilised car parks to the north of the site. It is anticipated that this will provide in the region of 30 ha (gross) of employment land to meet logistics and warehousing needs. It is a brownfield site and therefore does not need to be released from the green belt.

Local and strategic needs

89. The sites set out in table of Policy SMBC/E7 provide for the local employment land need identified in the HEDNA but also provide flexibility to address strategic needs.

90. In line with evidence in the HEDNA in addressing the supply of employment land it is appropriate for the Borough to consider the local and strategic site requirement jointly rather

than allocating separate sites for local and strategic employment uses. In functional terms there can be, and is, an overlap between how local and strategic employment sites draw their labour from.

91. The HEDNA notes in paragraphs 18.7 to 18.11 that:

> *'there is a degree of overlap between local and strategic employment land requirements. In practice, sites do not exclusively serve either local or strategic markets, with many employment locations accommodating a range of occupiers operating at different geographic scales. As a result, historic take-up and future demand cannot always be clearly segmented between local and strategic requirements.*
>
> *This is evident within Solihull, where a significant proportion of historic employment land delivery has occurred on sites with strategic characteristics.*
>
> *Blythe Valley Business Park was a Regional Investment Site (RIS); however, much of this delivery has not comprised large-scale strategic logistics units but has instead accommodated office, industrial and business occupiers serving a range of markets, including demand generated from within the local economy.*
>
> *The historic role of such sites demonstrates that strategic employment locations have contributed towards meeting both strategic and local requirements. Consequently, treating local and strategic needs as wholly separate components of demand carries a risk.*
>
> *As such, it would be appropriate for Solihull to consider its local and strategic site requirement jointly, reflecting a degree of crossover, rather than allocating separate sites for local and strategic employment uses."*

92. The nature of the sites identified in Policy SMBC/E7 in terms of size, location and proximity to the strategic road network together with the type of proposals being progressed could serve a wider need alongside local demand for floor space. As set out above Land at Arden Cross could meet local employment needs alongside commercial and education-based uses in partnership with the University of Warwick with a wider reach.

93. Land at Damson Parkway is likely to serve the needs of local component suppliers whilst supporting the future of global manufacturing through JLR. Future employment led redevelopment at the NEC will help to consolidate existing operations of the site within the local economy whilst supporting future expansion. These sites as part of the wider umbrella of the UK Central proposals will facilitate economic growth on a local, regional and national scale. Due to the scale of these sites, there is flexibility in the quantum of employment and floorspace provided.

94. As noted in the Local Plan the regional Spatial Development Strategy will undertake more work on the delivery of strategic employment sites to meet the need identified in the WMSESS (2024)

Other supply: Extant planning permission

95. The employment land supply is also made up of sites with extant planning permission and vacant plots on existing employment sites. Land attributed to these sources provides in the region 12 ha of employment land.

96. Policy SMBC/E7 expects that windfall sites will continue to contribute towards the employment land supply over the plan period. This reflects the potential for repurposing of existing older employment land and premises to meet modern requirements. This will encourage the recycling of brown field sites avoiding further greenbelt release.

97. The Council monitors the status of planning permission granted for employment purposes on an annual basis and will continue to monitor employment land completions to ensure sufficient supply is available throughout the plan period. The Council consider that there is sufficient provision to meet employment land requirements without further green belt release (beyond the employment allocations identified in Table x in Policy SMBC/E7) during the plan period.

98. Assessment of existing employment sites through the HEDNA identified a small number of vacant plots which also contribute towards the supply.

Adopted Solihull Local Plan 2013 Employment Allocations

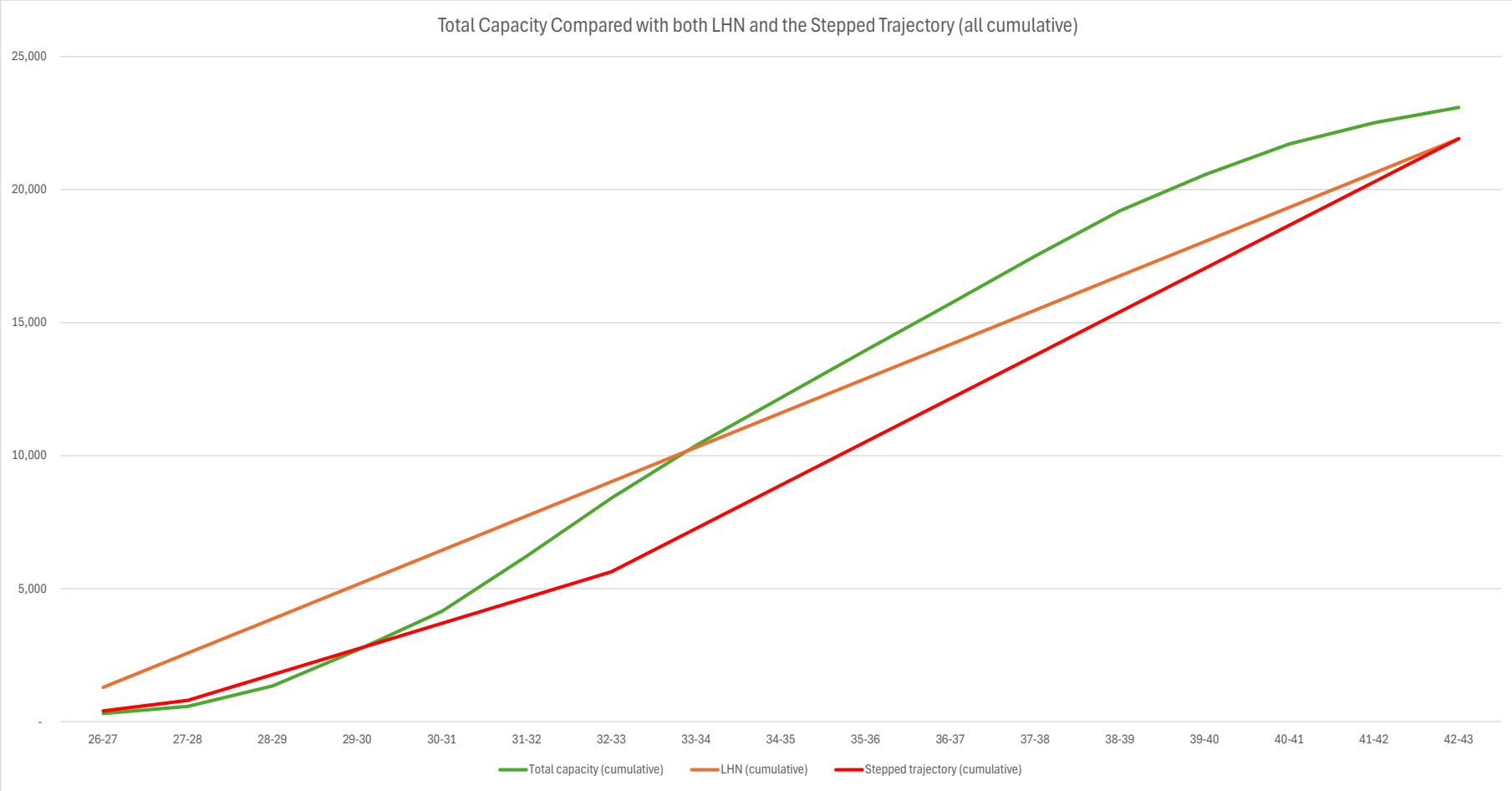
99. The SLP 2013 included a supply of allocated employment sites in Policy P3. These have been assessed by the Council and through the HEDNA. Since the adoption of this plan these allocations are now built employment sites, have been developed for or have proposals for alternative uses, have extant planning permission for any remaining plots or are considered no longer suitable. Previous employment allocations which are built are protected through Policy SMBC/E7 for employment uses alongside other employment sites and premises.

Appendix A – Housing Trajectory

100. At paragraph 110 of the Draft Submission Plan is a table indicating the capacity expected from the different components of the land supply. The table below includes the same land supply components and totals but breaks down the expected delivery into each year of the 17-year plan period. The rows at the end of the table then indicate the expected land supply against the LHN applied across the whole plan period and against the stepped trajectory in the plan.

Year → / Land Supply Source ↓	26-27 1	27-28 2	28-29 3	29-30 4	30-31 5	31-32 6	32-33 7	33-34 8	34-35 9	35-36 10	36-37 11	37-38 12	38-39 13	39-40 14	40-41 15	41-42 16	42-43 17	Total
Row 1 Sites with planning permission (started)	229	157	80	27														493
Row 2 Sites with planning permission (not started)	83	97	214	297	323	293	220	192	110	110	110	100	70	30				2,249
Row 3 Sites identified in land availability assessments					18	147	50	50	50	50	50	50	50	50	50	50		665
Row 4 Sites identified in BLR						21												21
Row 5 Town centre sites				346	125	125	175	175	125	125	125	225	225	229	100	69		2,169
Row 6 SLP allocation without planning permission						15	50											65
Row 7 Less 10% discount to rows 2, 3, 4, 5 & 6	-8	-10	-21	-64	-47	-60	-50	-42	-29	-29	-29	-38	-35	-31	-15	-12		-517
Row 8 Development around railway stations					136	585	785	772	799	850	880	850	800	710	608	277	167	8,219
Row 9 UK Central Hub Area (to 2043)						100	120	120	120	120	120	100	100	100	200	200	200	1,600
Row 10 Short term Grey Belt sites					87	120	125	90	65	65	65	65	65	65	65	65	58	1,000
Row 11 Other windfall supply			150	150	150	150	150	150	150	150	150	150	150	150	150	150	150	2,250
Row 12 Allocated Sites		30	341	595	667	577	550	482	390	345	285	285	280	50				4,877
Total capacity	304	274	764	1,351	1,459	2,073	2,176	1,989	1,781	1,787	1,757	1,788	1,706	1,353	1,158	799	575	23,091
Total capacity (cumulative)	304	578	1,342	2,692	4,152	6,225	8,400	10,389	12,170	13,956	15,713	17,500	19,206	20,559	21,717	22,516	23,091	23,091
LHN	1,289	1,289	1,289	1,289	1,289	1,289	1,289	1,289	1,289	1,289	1,289	1,289	1,289	1,289	1,289	1,289	1,289	21,913
LHN (cumulative)	1,289	2,578	3,867	5,156	6,445	7,734	9,023	10,312	11,601	12,890	14,179	15,468	16,757	18,046	19,335	20,624	21,913	21,913
Stepped trajectory	400	400	967	967	967	967	967	1,628	1,628	1,628	1,628	1,628	1,628	1,628	1,628	1,628	1,628	21,915
Stepped trajectory (cumulative)	400	800	1,767	2,734	3,701	4,668	5,635	7,263	8,891	10,519	12,147	13,775	15,403	17,031	18,659	20,287	21,915	21,915
Difference (supply - LHN)	-985	-2,000	-2,525	-2,464	-2,293	-1,509	-623	77	569	1,066	1,534	2,032	2,449	2,513	2,382	1,892	1,178	
Difference (supply - stepped trajectory)	-96	-222	-425	-42	451	1,557	2,765	3,126	3,279	3,437	3,566	3,725	3,803	3,528	3,058	2,229	1,176	

101. The following graph plots the total capacity from all the components of land supply against both LHN and the stepped trajectory.



102. The following graph plots housing completions (actual and forecast).

